

LOUDOUN COUNTY PLANNING COMMISSION

ACTION SUMMARY

THURSDAY, FEBRUARY 26, 2009

6:00 P.M. WORKSESSION

LOCATION: **ROUND HILL ROOM**
 Government Center
 3rd Floor

Commissioners Present: Peggy Maio, Chairman, Blue Ridge District; Robert Klancher, Vice-Chairman, Broad Run District; Erin Austin, Catoclin District; Chris Brodrick, Potomac District; Sandra Chaloux, Dulles District; Gigi Robinson, Leesburg District; Helena Syska, Sterling District.

Commissioners Absent: Michael Keeney, Sugarland Run District; Christeen Tolle, At Large.

Staff Present: Julie Pastor, Director of Planning; John Merrithew, Assistant Director of Planning; Cindy Keegan, Program Manager, Community Planning; Planners: Marie Genovese, Joe Gorney, Marchant Schneider; Sharon Affinito, Andy Beacher, Nancy Gourley, Lou Mosurak, George Phillips, Art Smith; Nancy Bryan, Recording Secretary.

1. ACTION SUMMARY REVIEW

- a. The Action Summary of January 29, 2009 was approved.
(5-0-4, Brodrick, Keeney, Syska, Tolle absent).

2. DISCLOSURES

- a. Ms. Austin had a phone conversation with Pat Turner of Bicycle Loudoun.
- b. Mr. Klancher had a conversation with counsel for the North Schmitz Gas Station.
- c. Ms. Chaloux attended a Villages of Waxpool HOA meeting to discuss the CTP.
- d. Mr. Brodrick spoke with Pat Turner of Bicycle Loudoun.
- e. Ms. Maio spoke announced that Pat Turner and Mrs. Nicklen of the Bicycle Loudoun group were in attendance at the meeting.

3. TRANSIT PLAN UPDATE

In March 2007 the Board of Supervisors issued a directive to complete a transit plan. A contract was awarded to Michael Baker, Jr., Inc. in November 2007. The Virginia Department of Rail and Public Transportation (DRPT) awarded Loudoun a Technical Assistance Grant in the amount of \$129,000 and the County provided the local match of \$129,000 with gasoline tax funds.

Task 1 of the Scope of Work was the creation of the Transit Plan Advisory Committee (TPAC), comprised of 25 members appointed by the Board of Supervisors. This committee was composed of citizens/citizen groups, transit users, transit service providers, and members of regional groups and county advisory boards who represent potential and underserved transit populations, as well as citizens representing all geographical areas of the County.

Task 2 involved reviewing plans such as the WMATA Regional Bus Study; Dulles Corridor Rapid Transit Project Transit Operations and Maintenance Plan; Fairfax County Long Range

Service Plan; KFH Public Transportation Study for Loudoun County; and the County's current General Plan and draft Countywide Transportation Plan.

Task 3 was a Baseline Transit Evaluation, conducting an electronic survey of commuter bus riders, an onboard survey with fixed route bus riders, a survey at senior centers, and a Peer System Identification. Also, a review was done of all the transit comments received during the Potomac-Sterling Community Outreach Project. The consultant also looked at the existing facilities, the route structure, schedules and fare structures, peer system identification as well as service delivery models.

Task 4 was a Market Analysis that addressed the various segments of the transit market: "choice" riders, "captive" riders, intra-county and regional trips and existing and future conditions. Indicators such as demographic information, origin and destination locations, and land use patterns were used in this analysis. Data was used to create various maps including household and employment sites for Loudoun residents and Loudoun employees.

A Transit Plan Public Workshop was held at Ida Lee Recreation Center where approximately 30 citizens participated in three activity stations. Over 100 comments/responses were collected.

Task 5 was to develop Transit Demand Forecasts. The consultant, working with TPAC and comments shared at the public workshop, developed alternatives to be used in the modeling process.

Task 6 proposed a Phasing Plan with Service Alternatives: Phase I – 2010 – Pre-Metrorail Silver Line; Phase II – 2015 – Metrorail to Wiehle Avenue; Phase III opening – 2015 – Metrorail to Route 772; Phase III horizon to 2030 – Alt 1 feeds commuter bus service to Metrorail/Alt 2 continues commuter bus service to D.C., etc.

Proposed routes contained within the Draft Transit Plan are local fixed-routes, express routes, and commuter routes.

Task 7 was the Implementation and Financial Plan which included capital and operating costs for each route based on the service model. It also included recommendations on the type and capacity of equipment for each route; infrastructure and facility needs and costs; and financing strategies.

The consultant will deliver a draft Transit Plan to County staff in early March. Staff will review and provide comments; once the consultant has made the staff recommended changes, staff will present the draft Transit Plan to the Planning Commission in late March.

4. BICYCLE AND PEDESTRIAN PLAN UPDATE

The Commission received background information regarding Bicycle and Pedestrian policies, implementation actions, and facilities in Loudoun County.

The policies of the Revised General Plan, adopted in 2001, have a significant impact on bicycle and pedestrian use through the land use policies, including an emphasis on compact, mixed-use, pedestrian-oriented land uses, an emphasis on multi-modal transportation, and design guidelines, which emphasize streetscape, open space, and pedestrian movement. The policies of the Revised General Plan help define the County's intent to provide a well-

connected, safe, reliable, and pleasant multi-modal transportation network. The CTP, a companion document to the Revised General Plan, also adopted in 2001, more thoroughly describes the County's strategy for the orderly construction, maintenance, and improvement of the transportation system. It contains a discussion of bicycle and pedestrian mobility and recognizes that the County does not yet have a comprehensive network of bicycle and pedestrian facilities to make cycling and walking viable forms of transportation. It has several policies related to bicycle and pedestrian facilities that advocate accommodations for pedestrians, including sidewalk networks, safe and convenient intersection designs, and traffic calming measures conducive to pedestrian travel. Specific recommendations in the CTP today include construction of a three-mile shared use trail between Algonkian Regional Park and Claude Moore Park, which would also include a bicycle/pedestrian bridge over Route 7; the formation of a Citizen Bicycle and Pedestrian Advisory Committee; and within twelve months of the adoption of the Revised CTP, the completion of a comprehensive Countywide Bicycle and Pedestrian Mobility Master Plan to identify an existing and planned network of greenway and multi-use trails, on-road bike lanes, wide-curb lanes, paved shoulders, retrofitted intersections, bike and ped over- and under-passes, and where appropriate, equestrian trails and side paths.

The adoption of the Countywide Bicycle and Pedestrian Mobility Master Plan in 2003, under the umbrella of the Revised General Plan and CTP, was the first implementation step toward the realization of the Bike and Ped policies of those documents. The County also adopted a Design Toolkit, a companion document to the Bike/Ped Master Plan. Its purpose is to provide design guidance on topics pertinent to the implementation of the Master Plan, providing additional detail that can be used by staff, road designers, developers, bike and ped advocates, and citizens active in neighborhood improvement, in the design and construction of the facilities called for in the Master Plan.

The focus of the Bike/Ped Master Plan is non-motorized transportation as a viable alternative to the automobile. The Master Plan is a policy document that recognizes the intrinsic value of cycling and walking and advances bicycle and pedestrian mobility as a transportation goal. The Plan contains two maps of the Proposed Bicycle and Pedestrian Network, one containing Baseline Connecting Roadways, Neighborhood Linkages, Bicycle/Pedestrian Pathway Corridors, Planned Pathways, Existing Pathways, Pedestrian Improvement Areas, Interjurisdictional Linkages, and existing or future rail stations; the other is focused on the eastern Suburban and Transition Policy areas. The Master Plan highlights the existing conditions in the County and calculates some summary Bicycle and Pedestrian Levels of Service.

The Bike/Ped Master Plan calls for various implementation steps such as establishing an ongoing local revenue source for the program; incorporating Plan policies through revisions to the Facilities Standards Manual (FSM), and zoning and subdivision ordinances; developing an interdisciplinary bicycle program and establishing a full-time bike and ped coordinator position; establishing an ongoing citizens' bicycle and pedestrian advisory body; applying for enhancement funding to plan, design, and construct a bridge over Route 7; requesting that the Route 28 project include appropriate bicycle and pedestrian accommodations through all interchanges; in partnership with tourism officials, conduct a field study of the two identified Rural Bicycle Touring Routes, developing a designation plan, and installing signs on the routes; in partnership with the School Board, establishing a Safe Routes to School program; identifying the appropriate bicycle and pedestrian facilities along CTP roadways in the Suburban Policy Area, and updating the CTP Appendix to incorporate these recommendations.

The Bike/Ped Master Plan also includes a list of 66 Pedestrian Improvement Areas and four case studies. Improvement Areas include both High Use Areas and Problem Areas. The general categories of Improvement Areas include Activity Centers, Intersections, Planned/Existing Interchanges, W&OD Trail Connections, and Traffic Calming.

The Potomac-Sterling Community Outreach Project recommended several strategies related to bike and ped facilities and programs, and overall, the community outreach process helped to reaffirm the Master Plan policies. Recommendations included the creation of an Eastern Loudoun Bicycle and Pedestrian Advisory Committee comprised of citizens and staff; initiation of a joint effort between the Loudoun County Public Schools, the Virginia Department of Transportation, and County agencies to establish one or two Walk Zone pilot projects; and creation of a County Bicycle/Pedestrian Coordinator position. The Project also identified several expansions and enhancements to bicycle and pedestrian facilities. Currently, the Board Ad Hoc Committee, comprised of the four District Supervisors from the Potomac and Sterling Suburban Communities, is considering the recommendations of the Outreach process.

The County facilitates the development of bike and ped facilities by using the elements of the Comprehensive Plan as a guide, one being the legislative review process. Through proffers, conditions of approval, concept plans, and plats, proposed projects are expected to foster connectivity with their adjacent uses, and throughout the County and region.

The FSM and Zoning and Subdivision Ordinances are implementation tools that provide the opportunity to ensure that the bicycle and pedestrian networks are enhanced and built to the appropriate standards. The Board of Supervisors periodically evaluates requests for sidewalk construction, and recently developed and adopted criteria to ensure that the improvements provide the greatest utility to the County for pedestrian circulation.

VDOT projects are an avenue to facilitate the development of bicycle and pedestrian facilities, including both programmed maintenance and federally funded projects. Bicycle and pedestrian improvements are also possible in conjunction with federally-funded projects that are evaluated under the National Environmental Policy Act of 1969.

OTS staff and the consultant team have proposed some changes to the bike and ped policies, including updated text and policies regarding bike and ped facilities; references to these facilities in Appendix 1, which lists planning guidelines for major roadways; and the addition of Table A in Appendix 5 which consolidates planning guidelines for bicycle and pedestrian facilities into one table. Planning staff and other referral agencies are currently reviewing the draft updates to the CTP.

5. CPAM 2009-0001, ROUTE 28 KEYNOTE EMPLOYMENT POLICIES

The Commission was provided with background information related to the Belfort Park Task Force, the Route 50 Retail Study, and the Route 7 Retail Study.

Items for further discussion include what uses are hoped to be achieved; why developers build on Route 28 in Fairfax rather than in Loudoun; a map of residential, keynote, and retail development occurring from Route 28 to Route 66; incentives not found in land use documents; reasoning for reluctance to provide structured parking in Loudoun; comparison of what Loudoun offers with Fairfax, Arlington, and Prince William Counties; market analysis to determine what is needed.

6. MOTION TO SUSPEND THE RULES

Mr. Klancher moved, seconded by Ms. Austin, to suspend the rules to allow new business to be taken up after 10:30 p.m. (7-0-2, Keeney, Tolle absent).

7. NEW BUSINESS

a. ZOAM 2008-0002, Child Care Home

Items for further discussion include how many childcare licenses have been issued and where they are; violations; was this issue raised during the Potomac-Sterling Outreach; status of the Lansdowne HOA lawsuit.